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THE OFFICIAL OFF-ROAD VEHICLES HANDBOOK

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Including Snowmobiles, ATVs,
Mopeds and Trailers



Ontario

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THE OFFICIAL OFF-ROAD VEHICLES HANDBOOK

INCLUDING SNOWMOBILES, ATVS, MOPEDS AND TRAILERS

Government
Publications

This booklet is only a guide. For official purposes, please refer to the Ontario Highway Traffic Act, the Motorized Snow Vehicles Act, Off-Road Vehicles Act, Trespass to Property Act and the Occupiers' Liability Act of Ontario.

Disponible en français

Demandez le «Guide officiel des véhicules tout terrain»



Driving is a privilege—not a right



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Introduction

The use of off-road vehicles, trailers and mopeds have become a way of life for many Ontarians.

Driving these vehicles can be a healthy sport and fun. They are also a necessity for transportation in remote areas as well as during emergencies. However, whenever they're driven, operating skill is called for. They are not toys. They are power-driven vehicles and have to be under the driver's control at all times. Otherwise, that driver could become another collision statistic.

Everyone who drives one of these machines, or tows a trailer, should know Ontario's laws where they apply to the operation of the particular vehicle. They should also know the machine itself, how it works, and how to drive it safely in different situations.

Most importantly, drivers should remember off-road vehicles are basically intended for off-road use. Dirt bikes and all terrain vehicles cannot be driven on the highway. But snowmobiles, where permitted, can be. When towing a trailer, make sure it is properly attached, all trailering regulations are followed and the size, power and condition of your car is considered.

Alcohol use is a major factor in snowmobile driver fatalities. In 1991, the Ontario Snowmobile Safety Committee was established bringing together snowmobile safety stakeholders from many public and private sector organizations to promote and influence snowmobile safety.

The committee launched a campaign under the slogan "Ride Safe—Ride Sober" and continues to coordinate snowmobile safety.

Moped drivers must remember that they are driving a smaller vehicle on the road, so they must drive with extra care and caution—with their vehicle in safe operating condition at all times.

This handbook was prepared as a guide for those who drive such vehicles or hope to do so. It is designed to provide you with the laws and useful information including safe driving tips pertaining to each type of vehicle.

Observe the laws and remember—Road Safety Starts With You.

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YOU AND YOUR SNOWMOBILE

A guide to Ontario's snowmobile regulations



What is a motorized snow vehicle?

A motorized snow vehicle means a self-propelled vehicle designed to be driven primarily on snow.

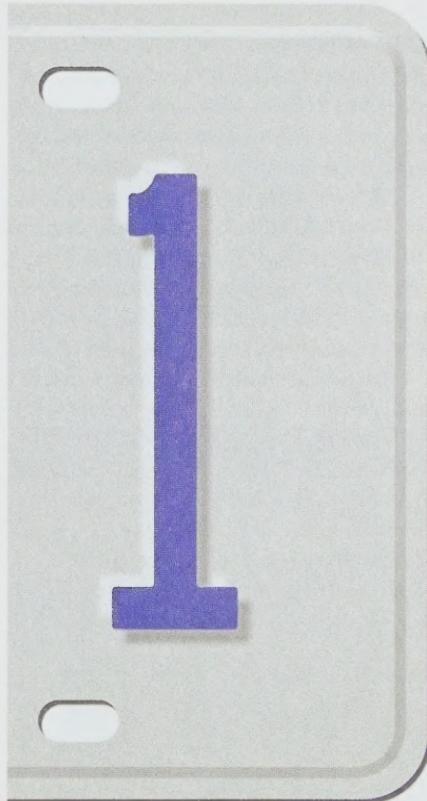
Registration

All motorized snow vehicles (MSV) must be registered with the Ministry of Transportation. Do not drive

your MSV anywhere until it has been registered.

New vehicles

Every dealer who sells a new MSV must register it on behalf of the owner with the Ministry within six days of the sale.



A guide to Ontario's snowmobile regulations

Used vehicles

Every person who sells or purchases a used MSV shall, within six days of the sale or purchase, provide the Ministry with a notice of the sale or purchase.

There is a fee for the registration of a motorized snow vehicle. This is a one-time permit fee to be paid by the owner. Upon registration the owner will be issued a decal bearing the registration number of the MSV.

This decal shall be affixed on each side of the cowling of the vehicle with the rear limit of the registration number being not less than ten centimetres and not more than 15 centimetres from the rear of the cowling.

Where the design of the MSV makes it impractical to place the decal on the cowling, it is to be



affixed on each side of the tunnel of the vehicle, next to or as near as possible to the forward edge of the reflector light.

Annual validation sticker

Unless you are driving your MSV only on land owned or occupied by the owner of the vehicle, or in an exempted area in remote northern or northwestern Ontario, you must have a validation sticker on the decal.

There is an annual renewal fee for the sticker. The Ministry will supply the validation sticker which is to be placed in the upper right corner of the decal on the left side of the cowling.

Insurance

A person who drives an MSV anywhere except on land occupied by the vehicle's owner must carry liability insurance and produce evidence that the driver is insured under a motor vehicle liability policy to operate the vehicle.

Driving Requirements

Drivers under 16 years of age

You may operate a snowmobile on trails, if you are between the age of 12 to 15 and hold a motorized snow vehicle operator's licence.

A trail means the whole of any trail established and maintained by a recreational organization for the use of motorized snow vehicles.

Drivers 16 and over

To drive along or across a highway, a person must be 16 years of age or older and must hold a valid Ontario driver's licence, including a G1, G2, M1, or M2, or a motorized snow vehicle operator's licence. They may operate on trails and on highways where legally permitted.

A highway includes a common and public highway, street, avenue, parkway, driveway, square, place, bridge, viaduct or trestle, any part of which is

intended for, or used by, the general public for the passage of vehicles and includes the area between the lateral property lines thereof.

Non-residents

To drive a snowmobile in Ontario, residents of another province, state, or country, must be in possession of a valid driver's licence, issued by the particular jurisdiction, which allows them to operate an MSV.

Wear a helmet

A helmet must be worn by every person driving or riding on a motorized snow vehicle or on a cutter, toboggan, sled or something similar towed by an MSV except on land occupied by the vehicle's owner. The helmet shall comply with standards established for motorcycle helmets and should be fastened properly under the chin.

Many helmets are designed so face shields can be attached to help pre-

vent windburn, frostbite, sun blindness, the eye-watering effect of the wind, and protection for the eyes from branches and twigs when travelling through wooded areas.

Always wear a face shield or goggles. Select lightly tinted and shatterproof shields or goggles to match conditions; clear plastic for dull, cloudy days; amber or deep yellow for late afternoon cruising to overcome flat light which can hide depressions in the snow. Avoid dark tinted shields or goggles, as they could restrict your vision.

Where you can or can't drive

You may operate your MSV on your own property, on private trails of organizations to which you belong, or on other land with the owner's written permission. You may drive it in public parks and conservation areas, except where prohibited.

You may not operate an MSV any-

where on the "400" series of freeways; the Queen Elizabeth Way; the Ottawa Queensway; the Kitchener-Waterloo Expressway; from fence line to fence line. (For full details see Motorized Snow Vehicles Act and regulations, R.S.O. 1990).

Generally, you may not drive on the serviced portion (from shoulder to shoulder) of a King's Highway or secondary highway, except to cross, and this you must do only at a 90° angle.



Diagram 1-2: Cross highways only at a 90° angle.

A guide to Ontario's snowmobile regulations

Except where prohibited, you may drive your MSV along some provincial highways, in the part of the right-of-way between the shoulder and the adjoining property fence, provided that you drive as far away from the serviced road as possible.

A serviced roadway means the part of a highway that is improved, designed or ordinarily used for vehicular traffic, and includes the ploughed portion of the shoulder, and where a highway includes two or more separate serviced roadways, the term "serviced roadway" refers to any one serviced roadway separately and not to all of the serviced roadways collectively.

Local by-laws

Local municipalities have the right to pass by-laws regulating, governing or prohibiting the operation of MSVs anywhere within their boundaries, on or off the highway.

Land owner's liability

The owner or occupier of land is not responsible for anyone driving or riding on an MSV or being towed by one, if the driver or rider is a trespasser or licensee. The owner-occupier does have the duty not to create danger with the deliberate intent of doing harm or damage to the trespasser or licensee. For further information refer to the Occupier's Liability Act, for specifics.

Vehicle owner's liability

If someone else uses your MSV with your consent, you are each responsible for any damage and/or injury arising out of operation of the vehicle, or for penalties provided for any breach of provincial statutes or regulations, or municipal by-laws regarding motorized snow vehicles.

Trespassing

All persons, including those operating an MSV, are subject to The Trespass to Property Act. Under that Act, a person is guilty of an offence, where without express permission he/she:

- enters on premises when entry is prohibited under that Act; or
- engages in an activity on premises when the activity is prohibited under that Act; or
- does not leave the premises immediately after he/she is directed to do so by the occupier or a person authorized by the occupier.

The fine on conviction may be up to \$2,000.00. In addition to the fine, the same court that convicts can order the trespasser to pay for proven damages up to \$2,000.00. If the prosecution is brought by a private prosecutor, in addition to the fine and any damages, the trespasser will usually be liable for the reasonable costs incurred by the occupier in prosecuting. These costs could be assessed at several hundred dollars.

A pamphlet summarizing The Trespass to Property Act and a more detailed booklet, which includes a copy of the Act, are available in English and French from Publications Ontario, 50 Grosvenor Street, Toronto, Ontario M7A 1N8 or telephone (416) 326-5300 or toll free in Ontario 1-800-668-9938. Hearing impaired call (416) 325-3408 or toll free in Ontario 1-800-268-7095. You can order by facsimile at (416) 326-5317.

Speed limits

You may not drive an MSV faster than 20 km/h on a highway where the speed limit for cars is 50 km/h or less, in any public park, or exhibition grounds. You may not drive faster than 50 km/h on any highway where the car speed limit is more than 50 km/h.

The 50 km/h speed limit applies to trails except where otherwise posted.

Municipal councils may, by law, set higher or lower speed limits for MSVs for highways, trails, parks, etc., under their jurisdiction. Check with the municipality for local by-laws.

Tow-bar use

Only a rigid tow-bar may be used when an MSV is towing a cutter, toboggan, sled or something similar. Towing is generally prohibited on a serviced roadway except to cross the roadway at a 90° angle. This doesn't apply to an MSV being used to free a stuck vehicle, for any emergency rescue, for trail maintenance, or in an exempt area in remote northern or northwestern Ontario.



Safety tip When towing, use rigid tow-bar and safety chain.

A guide to Ontario's snowmobile regulations

Identification—enforcement

Carry your driver's licence or MSV operator's licence when you are operating your MSV anywhere other than on your own private property. You must show it when asked by a police officer, constable, or conservation officer, and provide your correct name and address.

If you are operating your vehicle on someone else's property, you must also stop when asked by the owner to do so and identify yourself.

Failure to stop and identify yourself in the above circumstances can result in arrest.

Collision reports

You must report to the police immediately **any collision on or off the highway** that results in injury to any person or damage to property apparently exceeding \$400.

Snowmobile collision statistics

During the 1991-1992 snowmobile season, 17 persons were killed and 382 injured.

On-highway, 1 snowmobile driver and 1 passenger were killed; 61 drivers and 29 passengers were injured.

Off-highway, 11 snowmobile drivers, 4 passengers were killed, 195 drivers and 97 passengers were injured.

Drinking and driving

During the 1991-1992 season, 16 percent of snowmobile drivers killed were reported as "ability impaired" or "had been drinking".

Under the Criminal Code (Canada) if you are driving a snowmobile while impaired by alcohol or drug; or having more than 0.08% alcohol in your blood; or refusing a breathalyser test, you can be charged.

If you are convicted of a drinking and driving offence you will have a criminal record and be subject to a fine and all driving privileges will be suspended as outlined in the Highway Traffic Act.

Remember "Ride Safe— Ride Sober"

Learn safer snowmobiling through a Snowmobile Driver Training Course

Not only for beginners, the snowmobile driver training course can be a valuable refresher for those who now enjoy snowmobiling but would like to "brush up on the fine points". It is offered by club instructors trained by the Ontario Federation of Snowmobile Clubs (OFSC). If you are between the ages of 12 to 15 or 16 and older and do not have a valid Ontario driver's licence you must successfully pass a snowmobile driver training course to operate a snowmobile.

The training courses were prepared by the OFSC in co-operation with the Ministry of Transportation.

Graduates of an OFSC driver training course will receive a motorized snow vehicle operator's licence from their Course Instructor.

The course takes six hours, usually over a three-day period, covering safe operating procedures, snowmobile laws, knowledge of the machine, maintenance, riding positions, survival, first aid, night riding, trail signs, clothing, and storage.

It also encourages good, courteous driving habits and skills to help snowmobilers avoid collisions and property damage—and to enable all snowmobilers to get more fun out of the sport.



Diagram 1-4

For the location of your nearest OFSC member club offering the driver training courses, and costs involved, contact: OFSC Driver Training Office, R.R. No. 1, Jordan Station, Ontario L0R 1S0. Phone (905) 562-4922.

Students at OFSC driver training courses learn the skills of snowmobiling and the safety "musts", including wearing a helmet.

Snowmobiling safety tips

Before every trip:

Make sure you're well prepared.

Check local weather forecasts.

Check your machine to ensure it's in good working order. Your life may depend on it.

Check the entire steering mechanism. Turn the handlebars back and forth to make sure turning is "free".

Check the condition and tension of the motor drive belt. Change it if necessary, or even if you're in doubt about its reliability.

Always check the emergency switch, the front headlamps and tail lights, the battery solution level, and the free movement of throttle and brake levers.

When checking the spark plugs or estimating the tank's fuel level, don't use matches or lighter. And never add fuel when the motor is running.

Better take along:

A first-aid kit, a tool kit, an extra ignition key, a drive belt, and spark plugs. On excursions, include a compass, trail map, flashlight, hunting knife, hatchet, fuel reserves, and matches in a waterproof box.

Tell someone where you'll be travelling—and when you expect to be back.

Use the "buddy system"—don't go out alone.

Read the owner's manual carefully. Keep it in your machine at all times.

Travelling frozen lakes and rivers can be dangerous and sometimes fatal. If you are in an unfamiliar area, ask local authorities or residents about the ice condition, inlets, outlets, springs, fast moving current, or other hazards.



Diagram 1-5

Buoyant snowmobile suits are available on the market. If you ride on frozen lakes or rivers, you may want to check one out.

Listen to local radio broadcast warnings by the OPP regarding ice conditions.

Safety tips—when driving

Driving a snowmobile calls for the same alertness that driving a car does, plus complete command of your reflexes. Adopt the driving position that gives you the most comfort and security for the terrain over which you're driving.

If you're a beginner, test your driving skills on open terrain until you can handle four basic positions: sitting, kneeling, standing and posting.

Learn how to control your balance on turns by using your weight to control your movements, and by leaning in the direction you wish to turn.

Driving on level terrain, sit or kneel with both knees on the seat.

On uneven or bumpy ground, it's a good idea to stand on the running boards with knees slightly bent.

On hard-packed snow or ice, reduce your speed, because stops and turns are difficult to make, and you need greater distance.

When the snowmobile is trapped in deep snow, never try to free it without turning off the motor.

Trail snowmobiling

Ontario's snowmobile trails are established and maintained by the snowmobile clubs.

To obtain information about the trail nearest to you contact your local snowmobile club or the Ontario Federation of Snowmobile Clubs, 106 Saunders Road, Unit #12, Barrie, Ontario L4M 6E7. Phone: (705) 739-7669 or by facsimile (705) 739-5005.



Watch for trail and highway signs.

Know your signals

Every snowmobiler should relay the proper signals to the ones behind him or her.

Diagram 1-7



Left turn

Extend your left hand straight out.

Diagram 1-8



Stop

Raise right arm straight above your head.

Diagram 1-9



Right turn

Extend left arm and raise the hand to a vertical position so it forms a right angle at the elbow.

Trail signs

For your own safety and the safety of others, watch for trail signs such as these—and obey them.



Restrictive
(snowmobiling not permitted)
Background: reflective silver
Legend: red circle, black snowmobile



Danger
Background: yellow
Legend: black



Stop
Colour: white on red



Stop Ahead
Colour: red on yellow with black arrow and black border



Trail Blazer
Directional marker
Colour: black on orange



Permissive
(snowmobiling permitted)
Background: reflective silver
Legend: green circle, black snowmobile



Stay on Trail
Directional marker
Colour: black on white

Trail signs



Arrow

Directional marker

Colour: black on orange

Highways signs



Snowmobiles are prohibited on a street or highway where this sign is posted.



Keep Right

Directional marker

Colour: black on yellow



Snowmobiles are permitted on a street or highway where this sign is posted.



This sign warns motorists that snowmobiles are permitted to cross the highway.

Note: These signs are recognized trail signs, not official highway signs. Therefore, they may be different in shape and colour.

Wind chill factor

Why does it always feel much colder outdoors on a windy day than when there's no wind, especially in winter?

This feel of "coldness" is caused by the faster cooling effect of the wind, resulting in the feeling that it's colder than it really is. This combined effect of wind and low temperatures is known as the "wind chill factor".

Snowmobilers should be aware of the wind chill factor. Dress warmly and make sure exposed skin doesn't suffer. Also make sure that very young passengers are properly "bundled up" with their hands and face well protected.

Example: If the actual temperature is -10°C and the wind speed is 40 km/h the wind chill factor is -31° C .

Wind Chill										
Wind Speed km/h	8	16	24	32	40	48	56	64		
Actual Temp. (° C)										
0	-2	-8	-11	-14	-16	-17	-19	-19	Gradually Increasing Danger	
-5	-7	-14	-18	-21	-23	-25	-26	-27		
-10	-12	-20	-25	-28	-31	-33	-34	-35	Dangerous	
-15	-18	-26	-32	-35	-38	-40	-42	-43		
-20	-23	-32	-38	-43	-46	-48	-50	-51		
-25	-28	-38	-45	-50	-53	-56	-57	-59	Extremely Dangerous	
-30	-33	-45	-52	-57	-61	-63	-65	-67		
-35	-39	-51	-59	-64	-68	-71	-73	-75		
-40	-44	-57	-65	-71	-75	-79	-81	-83		
-45	49	-63	-72	-78	-83	-86	-89	-90		
-50	-54	-69	-79	-85	-90	-94	-96	-98		

Diagram 1-10

The snowmobiler's code of ethics

All enthusiastic snowmobilers should practise what is outlined in each statement of the code, to keep this fine sport a growing part of winter recreation.

1. I will be a good sportsman and conservationist. I recognize that people judge all snowmobile owners by my actions. I will use my influence with other snowmobile owners and operators to promote sportsmanlike conduct.
2. I will not litter trails or camping areas. I will not pollute lakes or streams. I will carry out what I carried in.
3. I will not damage living trees, shrubs or other natural features.
4. I will respect other people's property and rights.

5. I will lend a helping hand when I see someone in distress.
6. I will make myself and my machine available to assist in search and rescue operations.
7. I will not interfere with or harass hikers, skiers, snowshoers, ice fishermen, or other winter sportsmen. I will respect their rights to enjoy our recreation facilities.
8. I will know and obey all Federal, Provincial and local rules regulating the operation of snowmobiles in areas where I use my vehicle.
9. I will not harass wildlife. I will avoid areas posted for the protection of wildlife.
10. I will not snowmobile where snowmobiles are prohibited.

YOU AND YOUR OFF-ROAD VEHICLE

What is an off-road vehicle?

An off-road vehicle or ATV is any two or three-wheeled motorized vehicle plus specific vehicles with four or more wheels e.g. dune buggies designed primarily for recreational use.

Those licensed for on-road use, or exempt by regulation, are not included.

Registration

Owners must register their vehicles with the Ministry of Transportation. Licence plates may be obtained at a Driver and Vehicle Licence Issuing Office.

There is a one-time registration fee. Vehicles cannot be registered to anyone under 16 years of age. When registering the vehicle, the owner must establish ownership. For new vehicles, the owner must have a dealer's certificate of sale. For previously owned off-road vehicles, the



You and your off-road vehicle

Ministry will provide at the Driver and Vehicle Licence Issuing Offices a self-declaration of ownership for the owner of the vehicle to complete.

Upon registration, the owner will be issued a vehicle permit and licence plate. The permit is to be carried by the driver at all times.

For two and three-wheeled vehicles, the licence plate is to be mounted on the front of the vehicle, in plain view. For four or more wheeled vehicles, the licence plate is to be mounted on the rear of the vehicle.

Transfer of vehicle

When transferring the vehicle, the licence plate is to be removed and retained by the original owner along with the plate portion of the permit. On delivery of the vehicle to the new owner, the transfer section of the vehicle portion should be completed and given to the new owner who must register the vehicle within six days of becoming the owner.

Exemptions

Vehicles not required to be registered as ATVs include: golf carts, road building machines, self-propelled implements of husbandry and motorized wheelchairs. Also, if a motorcycle club or association, with a membership of 25 or more, is sponsoring a rally or exhibition, the ATVs participating are exempt if they are used solely for such events.

Change of address

When the owner of an ATV changes his/her address, notice of the change must be forwarded to the Ministry by registered letter, or personally filed within six days.

Insurance

Vehicle liability insurance is required for all ATVs being driven anywhere other than on land owned or occupied by the vehicle owner. Proof of insurance must be carried by the driver.

Driving Requirements

Minimum driving age

Persons under 12 years of age are not permitted to drive an ATV except on land occupied by the vehicle owner, or under the close supervision of an adult.

Licensing

If crossing or operating an ATV on a road, the driver must be in possession of a valid driver's licence.

Helmets

Helmets must be worn by all drivers, passengers and riders on vehicles towed by an ATV. Helmets must meet the standards outlined in the regulations of the Off-Road Vehicle Act (ORVA). When operating on land occupied by the vehicle owner, helmets are not required. Remember to fasten your chin strap securely under the chin.

Where You Can and Can't Drive

Road use

ATVs are prohibited from travelling on all highways, roads, streets, etc. designed for the use of on-road vehicles. This prohibition includes the entire area between the boundary or property lines including the median strip shoulders and ditches. There are some exceptions:

1. Operators may drive their ATV directly across certain roads.
2. Vehicles with three or more wheels may be driven along a road by a farmer when used for a farming operation or by licensed hunters and trappers of fur-bearing animals when using these vehicles for hunting or trapping fur-bearing animals.

The highways that cannot be used are outlined in the regulations of the ORVA and are primarily controlled access highways such as the 400 series highway.



Diagram 2-1

Slow-moving vehicle sign

All farmers, trappers and hunters that use their ATV on a road must display a slow moving vehicle sign on the rear of the vehicle.

Collision reports

You must report to the police immediately any collision that results in injury to any person or damage to property apparently exceeding \$700.

You and your off-road vehicle

Joint responsibility

The owner of a vehicle, as well as the driver, is responsible for violations of the ORVA and liable for any loss or damage to property caused by the vehicle.

Enforcement

An enforcement officer may signal any person driving an ATV to stop. As well, a land owner or occupier may also stop any person driving on his/her land. A person who has been signalled to stop by a person authorized to do so, must stop and, if requested, properly identify himself or herself.

Other offences

Every person who drives an ATV without due care and attention, or without reasonable consideration for other persons or property, may be charged with careless driving.

Certain offences under the Criminal Code, such as dangerous driving and alcohol related offences, will apply to drivers of ATVs. Offences under the Highway Traffic Act may apply.

When a vehicle registered as an ATV is driven on a highway the Highway Traffic Act offences will apply.

Off-road vehicle collision statistics

In 1992, a total of 4 persons were killed and 129 were injured.

On-highway collisions, there were no fatalities and 45 injuries.

Off-highway collisions, there were a total of 4 fatalities and 84 injuries.

Safety tips for ATVs

Before you ride

The ATV is not fundamentally similar to other common vehicles and takes more skill to operate than its appearance would suggest. Please read your owner's manual and take a training course.

- Proper clothing is vitally important. If your helmet does not have a visor, wear safety goggles for eye protection; wear trousers that cover the legs and boots high enough to cover the ankles.
- Brake control free play should be checked and adjusted. Also, be sure that the throttle opens and closes smoothly in all steering positions.
- Tires and tire pressure should be checked.
- Make sure the vehicle is in neutral before starting the engine. Make sure your engine is running smoothly before commencing your trip.
- Check the machine thoroughly before you start to ride. This includes

checking the fuel lines and connections for leaks; the oil level and, of course, that you have enough gas.

- Check local weather forecasts. Tell someone where you'll be travelling and when you expect to be back.

Better take along:

A first-aid kit, a vehicle repair kit and an extra ignition key. On excursions include maps and a compass. Use the "buddy system"—don't go out alone.

When riding

- Practice riding your vehicle in an area free of obstacles, until you become proficient. Choose a uniform surface of dirt, sand or snow.
- ATVs are designed for off-highway use only. Paved surfaces should be avoided because ATVs are more difficult to manoeuvre there and a collision may occur.



Diagram 2-2

- Be extremely careful in water. First of all, check beforehand that the water is not too deep. Drive slowly and carefully so you can steer around rocks and other obstacles. Driving fast across unknown water is reckless and hidden rocks or holes could throw you off your machine and cause serious injury or you may drown.
- Be extra cautious when riding among pedestrians, horseback riders, sunbathers or bicyclists.

Safety tips for ATVs

- Always use a flag mast when riding in dunes and hills. Wear bright clothing to make yourself more visible.
- If driving up hills, remember that you need a running start to climb most hills.
- When riding, keep both feet on the footrests at all times. Don't try to stabilize a tipping machine by putting your foot down...you could run over your foot or leg.
- Don't drink and drive.

No passengers

When operating a single person ATV do not carry passengers. Carrying passengers changes the weight distribution of the vehicle from that designed and inhibits the ability of the operator to shift position on the vehicle for control and stability.

ATV rider tips

- Know Your Operator's Manual
- Check the ATV Before You Ride
- Wear Your Helmet
- Protect Your Eyes and Body
- Never Ride on Public Roads
- Ride With Others, Not Alone
- Ride Within Your Skills

- Respect Riding Area Rules
- Keep Noise Levels Low
- Don't Drink and Ride
- Preserve the Environment
- Be Courteous to All You Meet
- Lend Your ATV to Skilled Riders Only
- Always Supervise Youngsters



Diagram 2-3

YOU AND YOUR MOPED



What is a moped?

Under the Highway Traffic Act, a moped means a motor-assisted bicycle that must not weigh more than 55 kg, it may not have a piston dis-

placement of more than 50 cubic centimetres; it may not have a hand or foot-operated clutch or gearbox driven by the motor transferring power to the wheel.

3

You and your moped

A moped (motor-assisted bicycle) must also have pedals which are operable to propel it at all times. And it must not be able to attain a speed greater than 50 km/h on level ground, within a distance of 2 km from a standing start.

Registration

Licence plates are required for mopeds. When applying for licence plates, the owner must establish ownership and show the bill of sale from the dealer. In addition, legislation requires the dealer to provide the moped purchaser with a certificate, guaranteeing that the moped complies with the definition of a motor-assisted bicycle under the Highway Traffic Act.

Owners will receive a plate similar to a motorcycle plate which must be attached to the rear of the vehicle. Under the "Plate to Owner" system, you retain your licence plate when you sell or scrap your moped. For your validation sticker, renewals occur on the individual's birthday.

Insurance

The owner must provide proof of liability insurance. Ontario has Compulsory Automobile Insurance. You must complete a written declaration of insurance at the time of the vehicle registration and renewal.

Licensing

It is illegal for anyone under 16 years of age to operate a moped on Ontario highways.

Drivers of mopeds must be in possession of an Ontario driver's licence (any class) including Class M1, M2, G1, G2. To obtain a driver's licence to operate a moped you must successfully complete a knowledge test of the rules of the road.

Helmets

All moped drivers must wear an approved helmet that meets the motorcycle helmet regulations. Remember to fasten your chin strap securely under the chin.

Rules of the road

The moped driver must obey all the rules of the road. For more information see The Official Driver's Handbook.

No passengers

It is illegal for any moped driver to carry a passenger on his vehicle.

Local by-laws

Municipalities have the authority to ban motor-assisted bicycles on roadways under their jurisdiction where the speed limit is 80 km or more.

Where prohibited

You may not drive a moped on expressways and freeway-type highways such as the 400 series, the Queen Elizabeth Way, and the Queensway (Ottawa).

You and your moped

Turn with care

A moped is one of the smaller vehicles on the road.

Making a turn at a busy intersection can be hazardous because it is difficult for motorists to see you.

- Don't decide to turn at the last minute.
- Check traffic, signal, and move into the proper lane.
- Signal your turn well ahead of the turning point and hold the signal until you are ready to start the turn. Put both hands on the handle-bars when making the turn.
- Complete your turn in the proper lane.

Make sure your moped is in safe operating condition. After dark or in poor visibility make certain motorists can see you. Use lights, reflectors and reflective tape on your vehicle. Wear something light-coloured, night or day and drive defensively.

YOU AND YOUR TRAILER



Registration

Your trailer is considered a separate vehicle from your car. Before you use it on a street or highway, you must register it and pay the one-time registration fee to the Ontario Ministry of Transportation.

Your trailer licence plate must be fastened on the back of the trailer, so that it is clearly visible. The driver must carry the permit, or a copy of the permit, and produce it on demand to a police officer.



You and your trailer

Licensing

A driver with a Class "G" licence or higher may operate any motor vehicle or combination of vehicles up to 11000 kg Registered Gross Weight or Gross Vehicle Weight, provided the towed vehicles are not over 4600 kg Gross Vehicle Weight. To tow a heavier trailer you must hold a class "A" licence.

Size

No vehicle, including load, shall have a greater height than 4.15 metres; a greater width than 2.6 metres or a greater length than 12.5 metres unless it is a fire apparatus, bus, or semi-trailer, in which case it may be 14.65 metres in length.

Should the combination of vehicles and load exceed the above limits, you must obtain an Oversize Permit for its operation on the highway. The permit may be obtained from some Ontario Ministry of

Transportation Driver Examination Centre or Driver and Vehicle Licence Issuing Office.

Brakes

If your trailer has a gross trailer weight (GTW), vehicle and load, of 1360 kg or more, it must have brakes strong enough to stop and hold it.

Since stopping distances increase, when towing a trailer, you may find that a trailer with a GTW less than 1360 kg, may also require brakes, especially if towed by a light vehicle.

Lights and reflectors

When lights are required, your trailer must have:

- a white licence plate light
- a red tail light
- two approved red reflectors on the rear of the trailer as far apart as practicable.

If your trailer is wider than 2.05 metres, it must also have:

- two amber clearance lights, one on each side on the front
- two red clearance lights, one on each side on the rear.

Ministry-approved reflectors may be used instead of the rear clearance lights. All such lights and reflectors must be affixed to indicate the overall width of the trailer.

Other requirements

Your trailer must be equipped with mudguards, fenders, flap(s), or body structure to reduce road spray or splash to the rear.

You must load carefully to ensure that nothing comes loose or falls off while you are moving.

If the load obstructs your vision to the rear, you must have additional mirrors which provide a clear view of the roadway to the rear, other than through the rear window.

Outside mirrors may not extend more than 30.5 cm from the widest part of the vehicle, except when towing a trailer.

It is against the law to tow more than one trailer behind your car.

You must ensure that your trailer is in a safe operating condition. A police officer may remove vehicles from the road until they are put in a safe operating condition.

Your trailer must have two separate means of attachment so that, if one fails, the trailer will not become detached.

You may not carry anyone in a house or boat trailer when it is being towed.

Hitch

Use a good quality trailer hitch. The hitch-ball should be installed so that when the trailer is attached and tightened, it rides on a horizontal plane with no tilting. If the hitch pulls down the rear of your car, ask your dealer to supply you with a load equalizing trailer hitch. It may be possible to shift some of the load in the trailer to the rear which will reduce the load on the rear of the car.

Ensure the trailer hitch is securely attached to your tow vehicle in accordance with the vehicle manufacturer's recommendation. Use the correct class of ball and hitch to match the GTW and verify that the hitch is adjusted to fit snugly on the ball. Be sure safety chains or cables, with strength equal to the GTW of the trailer, are installed so as to support the trailer tongue in case of accidental ball and hitch disconnection.

Trailer hitches are classified according to towed weight, as follows:

- Class 1: up to 900 kg GTW
- Class 2: over 900 kg and not over 1600 kg GTW
- Class 3: over 1600 kg and not over 2250 kg GTW
- Class 4: over 2250 kg and not over 4500 kg GTW

The distribution of the weight in the trailer is also very important. More of the trailer load should be ahead of the trailer axle than behind it to give a proper hitch weight. About 5 to 10% of the trailer's total weight should be supported on the hitch, within the weight limit marked on the hitch.

Poor load balance is a cause of serious sway and ball/hitch separation, especially if there is too much weight in the rear of the trailer.

When you are not towing a trailer, make sure the car licence plate is clearly visible.

Driving Techniques

Starting:

Accelerate carefully. Take it slowly and easily.

Taking curves:

Stay close to the middle of your lane.

Right turn:

Check traffic. Look in your right mirror. Signal, slow down. If turn is sharp, move ahead until the car's front wheels are well ahead of curb...then turn to the right.

Left turn:

Check traffic. Signal. Proceed slowly. When you make your turn, drive well into intersection in order to swing wide, to allow for the trailer.

Slowing, stopping:

A sudden stop can jackknife your trailer or shift your load, so increase the following distance between you and the car ahead. Keep out of the

fast lanes and maintain a speed that makes sudden stops and slow-downs unnecessary.

Passing:

When towing a trailer you can't accelerate as fast. Also, your car plus trailer is much longer. Before you pass, make sure there's enough time and room to complete the pass. When you have passed, allow more room before you move back to your lane. Don't cut in and swerve...this can make your trailer swing and sway and difficult to control.

Being passed:

If you're holding up a line of traffic, the right thing to do is to signal, pull off, and let them pass. If a large bus or transport passes you, air pressure may push the rear of your trailer to the right. Almost instantly, this pressure will push the front of your trailer. Be prepared to steer out of this

situation. A slight increase in speed may help. Braking will not.

Backing:

Back very slowly using a spotter. Steer by a series of slight turns. To acquire this skill practice backing in an off street area such as a deserted parking lot.

Backing to right:

Steer car to left...front end of trailer will go left, rear end will go right.

Backing to left:

Steer car to the right...front end of the trailer go right, rear end will go left.

Loading:

Consider the size, power and condition of your car before you attempt to tow a trailer.

Don't overload:

Besides putting a strain on you and your towing vehicle, you are inviting tire, wheel bearing and axle failures on your trailer with too much weight. When carrying a boat on a trailer, do not carry cargo in the boat unless your trailer is designed and equipped for the extra weight.

Tires:

Don't load tires beyond manufacturer's rated capacities. Make sure the proper tire pressure is maintained at all times. Tire pressure should be checked prior to a trip while the tires are still cold. The proper tire pressure is usually indicated on the sidewall of the tire.

Wheel bearings:

When installing a wheel after repacking its bearings with grease, don't tighten the spindle nut too much, as this may cause bearing fail-

ure and loss of a wheel. A slight looseness in the bearings is better than being too tight.

Words of caution:

- The trailer weight on the hitch should be in accordance with the trailer manufacturer's recommendation. This, combined with a properly positioned hitch-ball on the rear of the towing vehicle, should permit the trailer to ride level.
- Strap everything down, inside as well as outside the trailer.
- Do not overload the trailer.
- Your trailer will sway (fish-tail) if the weight is not distributed properly.
- Heavy and improperly placed loads can pull down the rear of your towing vehicle. This lifts the front end of your car affecting the steering, especially in wet and slippery conditions. It may also affect the aim of your headlights, so that your low beams may blind

approaching drivers; as well as the alignment of your mirrors.

- Before each trip, carry out an inspection of the trailer hitch, wheels, tires, lights, load distribution and load security.

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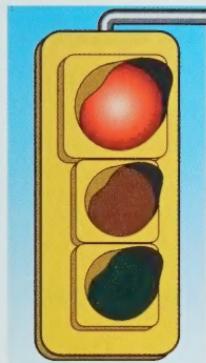
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